

Dear Prospective Glacier Bay Charter Vessel Operator:

Below are responses to questions that the NPS has received regarding the business opportunity to provide charter vessel services at Glacier Bay National Park and Preserve (Solicitation # GLBA-Charter Vessel Services-04). We have sent these to you because you requested a copy of the prospectus detailing this business opportunity. See the Prospectus, Proposal Instructions, page 2 of 8: Item # 7) for information regarding questions.

Thanks,

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1. I want to confirm that if you receive a permit both for Dundas and Glacier Bay that gives you 72 vessel use days, 36 in GB and 36 in Dundas?

Response: No, we are only asking for the number of trips requested for Glacier Bay proper. We are not limiting the number of trips into Dundas Bay. Therefore, if you are awarded a contract authorizing use in Glacier Bay and Dundas Bay, it will limit use to 36 vessel use days (from June 1 to August 31) in Glacier Bay, and unlimited use in Glacier Bay during the remainder of the year and in Dundas Bay year round (see Proposal Package, page 5 of 22).

2. Is there going to be a proof of booking process or do you just ask for dates you hope to sell come January 1 of the year you are booking?

Response: Proof of booking will not be required when scheduling dates under the program. The procedures for scheduling charter vessel use are detailed in Exhibit B - Operating Plan, page 3 of 3.

3. If the National Park Service contracts for a trip, does that come out of a charter vessel operator's use-day allocation?

Response: Trips contracted by the NPS for official business do not count against the charter vessel use-day allocation. Vessel use for official government business is "administrative use" under our vessel management program.

4. Ref: Proposal Package, page 10 of 22: subfactor 2c. Passenger Safety: Re.: "Describe the emergencies you are prepared to handle and how you would handle them." This is an opened ended question and could never be completely answered, books are written on the subject. I thought of including such a book with my application. The possible emergencies are infinite and even with limited resources the responses are also too varied to describe in a reasonable space. Can you provide some guidance on the scope of response you prefer?

Response: The NPS would prefer a succinct (one or two page) answer that shows an understanding of likely emergencies that a charter vessel operator in northern southeast Alaska might encounter and a discussion of the anticipated response with particular attention to preplanning (including training or certifications, specific emergency supplies and equipment that would be carried aboard.

5. Ref.: Business Opportunity, Page 1 of 9: Our current boat is over 100 tons gross U.S., but is too short (under 79 ft.) for a formal International Convention System [or ITC (International Tonnage Convention)] measurement. [Charter vessels may not be over 100 tons US measurement or 2,000 tons ITC measurement.] However, we can provide a letter from a certified ITC admeasurer to the effect that the vessel would be well under 2,000 tons gross ITC if it could be measured under that system. Would this be satisfactory, or must the ITC tonnage be formally registered?

Response: A letter from a certified admeasurer that a vessel under 79' would have an ITC gross tonnage under 2,000 tons would be acceptable.